

MACLEAN'S

APRIL

What Is Wrong With The Railroads?

By E. J. CHAMBERLIN



Why Wilson Is Waiting

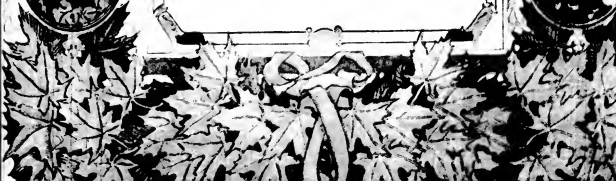
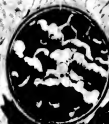
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By JAMES B. HENDRYX

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MACLEAN'S MAGAZINE

J. B. MACLEAN, Publisher. G. B. GILLESPIE, Manager.
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Contents

THE WANDERING NUNNY (Short Story)..... 11

W. A. FRASER.

—Illustrated by Ben Ward.

GREY CLOUD (Short Story)..... 14

JACK HODGSON.

WHY WILSON IS WAITING..... 16

ANDREW C. LAY.

THE HIGHWAY (A Poem)..... 18

J. LEWIS MCGILL.

THE GUN BRAND (Serial Story).... 19

JAMES B. HODGSON.

—Illustrated by Harry C. Edwards.

THE MOTOR ROADS OF CANADA. 20

W. A. CHASE.

THE CENTRE OF GRAVITY (Short Story)..... 21

HAROLD HODGSON.

SHALL WE SLAY THE EMMETTS... 22

H. F. GANNON.

—Illustrated by Len Stone.

JORDAN IS A HARD ROAD (Serial Story)..... 23

See GILBERT PATTEN.

—Illustrated by Harry C. Edwards.

WHAT IS WRONG WITH THE RAILROADS?..... 24

E. J. CHAMBERLAIN.

GEORGE LAKE — MILLIONAIRE RANCHER..... 25

HELMER LAMBERT.

A MOULDER OF INFANT MINDS... 26

MAURICE MACHET.

THE BUSINESS OUTLOOK DEPARTMENT..... 27

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MACLEAN'S MAGAZINE

Volume XXX

APRIL, 1917

Number 6

The Wandering Mummy

By W. A. Fraser

Author of "Mummies," "Throughbooks," etc.

Illustrated by Ben Ward

EDITOR'S NOTE.—It was a distant land to Canadian literature when, nine years ago, W. A. Fraser laid down his pen. His annual stories and his tales of fiction had won him a well-justified place in the world of letters. It is now possible to make the welcome announcement that W. A. Fraser is 'coming back.' He has again taken up the pen and the reading public may look forward to a long series of new Fraser stories. In accordance with its policy of securing the best of everything Canadian, MacLEAN'S has brought Mr. Fraser into the star Canadian list of contributors.

CAPT. FRANK LEIGH-MERVYN Tatum from Regent Street, down a street in which was located London's Curio Shop. He often picked up for a couple of shillings some trinket which he later passed on to an acquaintance at a profit.

It happened that the great weekly auction sale was on. A pedlar was strolling beside a long, narrow, green-and-red box, exhibiting his limited audience to give him a starting bid for its contents—a mummy.

"Of all the rummy goods!" Captain Frank muttered. "Shall I say a sovereign?" And the auctioneer's small grouty eyes gazed hysterically at Captain Frank. The latter nodded; the hefty eyes had caught him mentally overwhelmed.

In vain Stuchell pleaded for a raise, drumming the words, "One bid—one bid—one bid!" There was no response. "It is yours, my friend," declared Stuchell as his wallet fell; "you've got it fast enough."

Captain Frank, postured by the stunning manner of his caper, suddenly gave his sovereign and took his way back along Regent Street toward the Criterion, counting by the score of touch the contents of his pocket. Two shillings and fourpence, and the achievement of seven pounds weekly would be due Saturday at noon.

He entered the Criterion and, sitting down, ordered a drink. As he did so a man slipped along the chair across the table, saying "Order one for me, Frank,

dear boy. I'll like it. Frank, having neither gold nor silver."

With a cynical smile Captain Frank sacrificed his dinner for Grandmama's whisky and soda, and said, "Glad to see you, old man. You don't happen to need a mummy, do you?"

"Handy. What's the idea?"

"I bought one this afternoon—gave my last six, for legs."

"Good!" Grandmama's face took on a desolate look. "And I wanted to borrow a mummy!"

"I'm cleared out. What the devil do you want to do with a mummy?"

"Borrow!" She faintest rheg, old chap. They seem to be a drug on the market just now."

"Send him to your brother, Doctor Tatum, he used to go in for devilish queer things."

"There had been five Leigh-Mervyn brothers, each one possessed of less



Leigh-Mervyn sat in his chair and
inspired his eye on the mummy case.

believe than a tender plover. Doctor Tom had as many admirers as Captain Frank. Perhaps they were of various, more subtle texture; and while Captain Frank's revolt against things as they were had carried him back to the city, Doctor Tom, more practical, had landed him in Little Oxford, a village in Central India of the generation next. Doctor Tom had reserved one thing, his old Indian servant, Boodha.

It was in Little Oxford one bright morning that Doctor Leigh-Merrys found the following letter in his mail:

"Dear Brother Tom:

"As we grow older we acquire wisdom; and with age gradually has come to me a strong conviction that I have not fully appreciated your many acts of kindness in the past. Wageredness invariably brings an aftermath of repentance (redemption); and in this we search desperately to dissipate the scars caused by the blows we have caused our friends.

"At best words are but cheap and empty evidence of a contrite will; and I could not blame you, brother, if you were dissatisfied to place unrequited reliance upon assurances from one of my friends (or you). But that I am sincere I trust you will believe when you receive the small present I am sending. Its artistic value is trifling—nothing as compared with the artistic completion of the whole. I am sure it will prove a companion to you. I have often thought that you must find life in this new country rather dreary—rather monotonous, and devoid of pleasant surroundings. When you receive my little gift do not take the trouble to thank me—I shall hardly deserve the consideration at your hands; I shall have my reward in the knowledge of the fact that perhaps I have helped to brighten your life.

"Your brother,

"FRANK."

"P.S.—Please keep this work of art in a dry place; it is a genuine *lacquer*."

"Great Caesar!" exclaimed Doctor Tom, when he had finished this epistle. "The Salvation Army must have got Frank!" Then he read it again, a faint expression crossing his mind that there was an authorized ring to the German note.

"Frank expects that," they loved. And buying presents for his friends; that I shall see when the gift comes. Judging from my experience of brother Frank it might be anything down to an infernal machine."

"Work of art, work of art," he repeated. "A genuine lacquer. Don't remember a painter of that name; but Frank must up to art in his ridiculous. It will be a ball pen, or a picture of a fighting cock."

IN A few days advice came from the customs at Tutin of the arrival of Captain Frank's box. Doctor Tom had it cleared by a broker, a heavy lid of red-stained, and the box forwarded to him.

"This is a present from Captain Boodha," he told Boodha when it arrived, speaking the latter's old mother tongue, Hindustani.

Boodha's eyes flashed suspiciously; he had known his master's brother in India in the old days. Then they opened the box, and Boodha, agitatedly, stared at it with a with an expression born of a thousand years of Nirvana. The very attitude of the visitor seemed to preclude all publicity—either that or the grotesque absurdity of the situation. At all events Doctor Tom simply gave a short, dry laugh, and then Boodha, and returned with Captain Frank's letter.

"Boodha, you who are of the Orient, and you, Boodha, my dear brother, between the Orient and the Occident, should have this epistle of a Sansa. In your old, Boodha, there is no humor of that I have a thousand proofs; but I have read that Egyptians were given to levity. So, my gentle Boodha, it may be that you will turn to your mythology and read at this subtle wit of a modern." Then

he read the letter over, reading passages into Hindustani.

"See, Boodha," he added, when he had finished. "Captain Boodha says that I am innocent here with you and the natives of Little Oxford, and has sent this other, this Egyptian to cheer us."

"Hm, then it is indeed the wife the Captain Boodha," declared Boodha. "I had he to a live pig in the moon kitchen at Lahore in the cook, who were of us. But, being themselves, could not prepare dinner, so the end that the Colonel Boodha, and the Officer Boodha suffered much pain because of their hunger."

"Yes, it's not unlike my playful brother," muttered Doctor Tom. "And I'll just jump into water now till I have a change to get rid of your gift from the Nile."

THE ADVENT of the coffin-shaped box was an episode in Little Oxford. Leigh-Merrys was an inviting mystery. The things he did were singular, such as having a brother several suggestions of wooden gods, idols, and other things pertaining to the Black Art. And the things the Doctor didn't do were equally unusual. He didn't eat in the village grove and go; he didn't go to church; he didn't engage in the most-dreaded business of money getting. So the village did suppose at Doctor Tom, and an occasional scene or two at Boodha, finding that they were magnanimous in letting it rest at that.

Now while the village worried over the coffin box, Doctor Tom worried over its disposal. Boodha got on his nerves. Captain Frank had not thought of this part of the mummy's mass, but nevertheless the Egyptian was making himself felt. It was like an evil spirit in the house. A corpse would have been dead for years, but this, that had been dead for two thousand years, was worse; it was a soul of the dead of a vast empire.

Unfortunately Doctor Tom had just dipped much into Egyptian lore to realize the presence of the mummy's indelible ink—the Egyptian conception of the dead. He had read that the dead himself he stalking about the Doctor's

halls. It was as though a wretched person had risen up out of the dead past of the Orient to sit grinning at his board.

THEN Doctor Tom hit upon a plan—a brilliant plan. He was leaving that night for Oshawa on business. Why not prevent him from his dear friend there? Professor Boodha, astronomer and all the rest of it; a lover of dry bones and mangled critics—the dryer and more perched the more precious.

Leigh-Merrys chuckled at this happy solution; it also gave him a chance to escape from the village. They would be consumed with curiosity as to what was in the strange-looking box. Now it would have popped into the village and not come and they could go on wondering for the rest of their natural lives.

He noted a road on the left, and with the servant's assistance slipped in to the hall, saying: "I'm going to Oshawa for two days, Boodha, and will give this accused wanderer to a calm here. I will tell the expedition to come for it in the morning."

Boodha had a personal pronouncement of well hanging over his forehead and a Little Oxford, largely due, no doubt, to the hardness of the noble *Amman* his anatomy had intervened on their way. He had been there for a few days, but he had also taken very little of their ceremonial splendor of lifting him up as he became satisfied. But when he began to accompany his master, the latter brushed it off him and told him to sit tight—hold the fort.

With mounting Boodha saw his master depart, and steady manifestations through the last hours of the night deepened the mysteriousness of the fate of the young hoodlums growing about, indeed by mysterious curiosity, were seen by him. Half-crazed by fear he ran the count of his chambers since amongst these blood-thirsty souls, and saw little left left a chaos between being murdered in the house or slaughtered if he sought to escape.

FEAR galvanized him more of self-protection, and he, indeed, he hit upon a brilliant idea. Of course, long on his little finger but he had offered as a most fearful proof for his wife in Allah on this expedition was undoubtedly the favor of the true end. The box was to follow the Doctor Boodha to Oshawa in the morning, and he would escape it. Allah be praised, how was it a deliverance. What his master might think of the escape, the people transmitters of the journey, everything, was as nothing, except upon the floor of confusion just the prospect of escape brought to Boodha. Quite unconsciously he held the dead king from the microphone as it was he had wanted for confusion, and placed him in the latter's big ear then, and he, too, here, over an of an unknown name.

At Boodha's refusal he held and stepped back, the anatomy did to the door, claiming space the chair in every shadow. Something of dread mood upon Boodha's heart, a feeling that he had been guilty of dereliction to the dead, there was a suggestion about the mummy that it would run up at any moment and revile him—off corners upon his head. "In the name of Allah!" he muttered. "I shall go and gazing upon this wretched



"You didn't sleep, did you, Oshawa—it must be a group."

one that no doubt was a brother of the poor, and holy, indeed."

Even as he spoke, Boodha was raising over in his mind the dream images of confusion in the house. "Allah be praised!" he exclaimed. "I have it." Calling upon the dead Egyptian to forgive him, and explaining the delights of privacy, he carried the manner to his master's bedroom, stood him up in a small corner cloth, and held the door.

ALL NIGHT the Muzumbe was worked, and gazed, and looked, never asleep. He heard small snarls in the box, uttered the lid so that he could faintly see with Boodha from the inside, and dragged it out table overboard. In the morning he saw a heavy mist, indeed the door, and he, too, here, over an of an unknown name.

Soon there was the rumble of wheels, the harsh voice of Muzumbe, the dryness, and the anatomy did to the door, claiming space the chair in every shadow. Something of dread mood upon Boodha's heart, a feeling that he had been guilty of dereliction to the dead, there was a suggestion about the mummy that it would run up at any moment and revile him—off corners upon his head. "In the name of Allah!" he muttered. "I shall go and gazing upon this wretched

dead, he almost ceased to breathe, as if of the little Boodha was so great. In view of Muzumbe's presence on the door, he said he would stand on the inside of the door, the house remained steadily silent. Something of sinister mystery laid in waiting back upon the darkness. The pagan servant had been left behind—where was he now? Perhaps he had been murdered—a curious dead, unassuming, primitive, and Muzumbe. He remembered the last, muttering word, muttering and dragged it into his dry work a vicious claim that all but looked the breath out of poor frightened Boodha.

Within an hour the Muzumbe was standing over his master, looking his master; while Muzumbe was turning his dark corner into the care of the village.

AT THE first humming drags of the trees which the traveling waitress exclaimed: "Allah! Allah be praised!" After a few hours confinement he was asleep. "Allah be praised for me, child of affliction!" At Oshawa near Boodha was a state of collapse; by the time he was delivered at Professor Boodha's university, just-horned darkness he was unconscious.

Continued on page 36.



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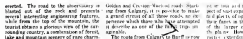
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ON THE mountain of British Columbia, where a certain distance, notably the Kamloops valley, has been built, the number of what may be described as small roads is at yet infinitesimal. The road which runs from Kamloops to the Peace River valley, the Peace River trail, starting at Hope, follows the Fraser River valley as it flows between the mountains of the Coast Range and the Rocky Mountains, may be taken as typical of the roads of the interior of British Columbia.



A. a stivade atrevel în Quebec.

through the Vernalion Pass, and then from the Kootenai Valley to the Columbia Valley by the Smelter Pass and Canyon. At Smelter it joins the old road extending to the Columbia Valley from Golden to Frodo.

At Fort Steele the tourist comes into contact with the main southern highway, the province, which starts at Creston passes eastward through Cranbrook, Penticton and the Okanagan, Nanaimo and on out into Southern Alberta.

This road is said to "contain any other of the province in its influence and its interest throughout its entire length is splendid. It will take the motorist to Kamloops, where a good road runs north to Calgary, complete for the tourist.

THE positive pro-
vinces and ac-
cording their attrac-
tions for the motor-
ists who enjoy the pro-
cess of open country with
scenery for indulgent
enjoyment of almost any
kind of population or
of organized motor
for considerable dis-
tances, but in this part
of the province, though several have
been built to come into
the province of Ontario before
the opening of roads, providing
a satisfactory and satisfactory
enjoyment of nature by

movement had its origins several years ago, with such simple, sufficient, and pure to be found

ing good roads and make them easily accessible to motorists from all parts of the province.

As a first step in the execution of the proposed general system, there will be the establishment of a highway from Wauwat, on the Tsimari River, to the Chinese-Lao border line at the northern extremity of the province. The object, to all intents and purposes, already exists and for the most part it is complete. All that the province will have to do will be to bring it up to a standard throughout its entire length. This done, it will be a highway to all the road systems in the province and in itself will provide a most important liaison route from and to all of China.

A photo

The provincial highway, starting from Windsor, jayvees west through Chatham, London, Woodstock and Brantford to Hamilton, where it links up with the splendid new Hamilton-Toronto highway. From Toronto eastward it follows the Kingston route through the lake front towns of Windsor, Colborne's, Peterborough, Port Hope, Cobourg, Belleville and Napanee to St. Johns and continues thence by the old Post Road through Brockville, Parnessville and Cornwall to Montreal. It is straight, or whole or in parts, a favorite run for motorists and will become more and more popular as the remaining defective sections are brought up to standard.

WHEN the you reach a highway as a house, it is possible to make various side and round trips through attractive sections of old Ontario. For instance, the run from Hamilton to Niagara Falls over the Flinton Creek Road in West-

he in excellent shape west of St. Thomas. lake

though not a good rest of that point, rest

From a scenic standpoint, however, the best available territory in Western Ontario is to be found just around Georgian Bay and Lake Huron, and thanks to the efforts of the residents in that locality, many first-class roads now exist in that section of the country. It is possible to start from Toronto, Hamilton, London or other parts on the trunk line and make most enjoyable runs in a northerly or north-westerly direction.

Essex Street, extending north from Toronto to the vicinity of Bradford, is

to the Bay is via Hutanjaria River

highway starts from Port Coad

Yet another route that may lead to the set net from Hamilton is through the Gulf of St. Lawrence and then proceed through Foul Bay to Owen Sound.

Owen Sound may mean the same thing as the Bay of Quinte. The Bay of Quinte is a bay that runs from the mouth of the St. Lawrence River to the Gulf of St. Lawrence. It is a very large bay and is one of the best in the world for fishing. In the Bay of Quinte there is a good chance of finding a set net. The Bay of Quinte is a very large bay and is one of the best in the world for fishing. In the Bay of Quinte there is a good chance of finding a set net.

Waltheofa. A very beautiful ride to Southampton is that from Gosport, through Bitter and Stratford, to Gosport and thence north along the shore of East Hamoath, through Kingscliff, to one's destination. The same ride may be made, either

Find:

A Syllan road traverses Hilmot Park in the area north-northwest of New Brunswick.



This illustrates why railway traffic has become congested—freight cars loaded with goods and no ships to take the freight off. Millions have been lost because the cars must wait for ships to take their loads.

tonnage of finished products in a steady stream towards the seaboard. The pressure from the manufacturing centres for supplies has been without any let-up, and Imperial needs have demanded that oil, munitions, etc., congested overseas be moved immediately. The efficiency of the railroads in handling this great increased export traffic has been attested by never missing conditions. There have naturally been irregularities owing to the shortage of ships. The result has been that every railway terminal has become congested with export freight awaiting the clearing up of the situation at the open port of loading. Days have passed at many of the greatest ports in the Atlantic seaboard where there has not been a single vessel on hand to receive cargo. Such a situation ties up thousands of cars and prevents the free use of the terminals for internal movement. Railway terminals, unfortunately, are not elastic and with such needless piling up of traffic were unavoidable. It must also be considered that the bulk of the traffic has been railroad without an equivalent movement west.

THE remarkable increase in Canada's business may be gathered by a glance at these export and import reports.

CANADA'S EXPORTS

1936... \$1,091,736,483
1935... \$1,111,25,946

\$ 471,251,107 Increase in 1936

CANADA'S IMPORTS

1936... \$766,505,460
1935... \$62,764,111

\$1,206,280 Increase in 1936

At Ruhleben

In an early number will appear the experiences of a young Canadian who was imprisoned for almost two years in the detention camp at Ruhleben, just outside Berlin. It is an intensely interesting narrative, telling of the real conditions and actual experiences of interned English civilians.

THE interests of the railroads and the public are identical, and the present situation should serve to emphasize the necessity of allowing the railroads to carry on their business in a manner that will allow of continuous development in order to keep up with the increasing needs of transportation. The railroads need:

Greater terminal facilities.
More side tracks.
More double tracks.
More equipment.

Under a burden of increased expenses the railroads are continuing to give service at the rates that were too low even when all classes of supplies and labor could be obtained at much lower prices than is possible today. The assumption that, because of the abnormal volume of traffic offering, the railroads are not entitled to a revision of their tariffs will lead to a continuance of the conditions which are now complained of. The railroads must be allowed to earn a not inconsiderable profit to pay fair dividends if they are to obtain the new capital necessary to create greater facilities and give the service that the public demands. Investors will in the future look for larger returns upon their capital and not so long as railroads are restricted in earnings which are lower than those obtained by the generosity of industrial enterprises and the heavier lift of the community will be increased by a return of these periods of acute congestion.

The welfare of the railroads is of national importance and the selfish interests of no one section or class should be allowed to interfere with their proper development along sound lines.

George Lane—Millionaire Rancher

By NORMAN LAMBERT

ANY YEAR, just after the first of January, when the banks begin to hold their annual meetings, go down to a certain comfortable old-fashioned hotel on First Street, Toronto, and open one of the front pages of a well-known newspaper, you will find the name of George Lane, Calgary, Alberta, written in a big revealing hand. From that newspaper you might turn around, and pick out the man who made it, if he happened to be sitting or standing about the windows of the hotel. In all probability he would be wearing a dark, broad-brimmed Stetson which has been a constant mark of identification for many years, and undoubtedly regarding with expense of word-blown phrases. If he had been met with him, he could not

have been the man of recognition. He is a man of many might, and with the dim shadow of the western plains in his mind. Tall, huge of frame and with the noble stride of the cowboy which he has never quite lost despite the present age of manners, George Lane has the

West written all over him. Talk to him, and the expressive vocabulary of the ranchman and the open quality of the laugh, and the twinkle in a shrewd-looking pair of deep-set eyes, strengthen the impression of the West. You begin unconsciously to stir with that indescribable restlessness which a memory of the far-seeing pioneer and rolling foothills creates in the soul of any normal man. As you hear about headlands, mesas and thousands of livestock feeding upon them, you are looking out upon the horizon for "where the grass grows or down." It all sounds like the spring of the first chapter of Jack, except that Jack was supposed to have written in the far East. In short, nothing in human form suggests quite as much the spirit, the gentleness, the adventures of the West as George Lane of Alberta.

When Lane comes to Toronto on his regular annual visit, it is not through any consideration of the bank meetings, many of which happen to be held here each year about the time he arrives. He invariably has a little banking business to do, being under the necessity of appearing each season a plant of some thirty thousand acres. If a "hot of credit" is necessary, he doesn't believe very much with the branch at Calgary. He makes a visit to the Head Office in Toronto, an incident of his annual trip to the East. Chicago, New York, Montreal and Ottawa are also included in the tour which is really one of study. George Lane is a student of markets, and the whole world is his friend. Single-handed he has constructed a wonderful agricultural business which is respected from the intended lands in the foothills of the Rockies. Some people say that the farmer has been the last of the industrial elements to prosper, and in his



A bright sunny day started in a sensible way with a cup of **Instant Postum**. Of course she is cheery and winsome.

"There's a Reason"

BOVRIL

gives

Strength to Win



If you work with your hands—

you may think that, to remove the dirt and grime, it is necessary to put up with strong, harsh soap.

Try Ivory Soap and you will find that it cleans the hands without cutting away the dirt through friction and without eating away the dirt through the action of free alkali. It does not irritate the skin in any way and yet—it cleans.

Ivory Soap removes the dirt by softening, loosening and dissolving it. Ivory is able to do this because its lather is so copious, rich, thick, lasting, and because it is so pure and so high in quality.

Ivory Soap is unusual in its combination of mildness and efficiency. It is a delightful surprise to all who have been keeping clean at the expense of the comfort and appearance of the skin.

5 CENTS
IVORY SOAP 99% PURE
IT FLOATS

Made in the Pacific & Seattle Factories at Vancouver, Canada

isolated condition has been made the victim of the railways, the banks and the manufacturers. If such be the case, the credit reflected upon men like Lane for their success is unjustified. By sheer ability, enabled by any other power than his own wit, this man has planned, conceived and developed a mammoth business which has made him a millionaire almost twice over. He has reached his present position through close allies.



George Lane

time is the secret of producing things from the well. He has not sought advice in this from outside sources, many of which are only too ready to give it. He has made outside interests serve him in working out his own ideas, and in that way has raised agriculture to new heights at least in the place where it belongs.

THE STORY of George Lane's success reaches back forty-five years to the day when as a seven-year-old lad he struck out for himself among the plains from Oklahoma to Montana, driving horses and cattle. He was born in Bensenville, near Los Angeles, Iowa, in 1850, and as a child went with his parents into western Kansas, to Oklahoma as it is known today. The first to Montana was he was sixteen marked his beginning as a cowboy. It was a hard, weary trip that first venture across the plains

of the Western States. The trip occupied the entire summer. When he got to Montana, he joined a ranching outfit, and spent the next twenty years as a cowboy, traveling all he could about cattle and horses. In 1874 Lane crossed the line into Canada, and became foreman for the North-West Cattle Company. There were the days in Alberta when the rancher held undisturbed sway over the fertile lands of the West. There were no fences or railways to hinder or restrict the cowboy riders in rounding up their herds. Lane soon became known as one of the best cattle men on the range.

An interesting story is told by the old-timers about the first time that George Lane became a gambler. It was in Alberta. It was at Fletcher Creek in September, not long after Lane had come to Canada. John Heron, a well-known gambler in the Frontier Creek district, and a famous wrestler, had arranged a match with a renowned athlete from the States. A big crowd assembled at Fletcher Creek on the day of the contest, and the men came from all parts of the football country. A board platform had been erected for the two wrestlers, and as the two contestants finally appeared ready for their trial of strength and skill, a tall, lanky cowboy leaped up beside them, and shaking a fat roll of money over the head of Heron who was the smaller of the two gladiators, shouted, "Here's odds on the little fellow." The "little fellow" was in two falls. The lanky banker was George Lane, whose judgment since that day has grown to be proverbial amongst the people of the foothills.

In 1892, the foreman of the North-West Cattle Company became an independent rancher. He began by purchasing several bands of grade Pembroke horses in Montana. He had made up his mind that the Pembroke was the best kind of heavy horse for use in Western Canada, and immediately set forth to cultivate that breed of animal. Although Lane's men have not won every year thousands of cattle, horses and pigs, the prize feature of the stock in the band of pure bred Pembroke horses. For twenty years George Lane has been specializing in Pembroke horses and has built up what is generally conceded amongst horsemen to be the finest and most exclusive Penbrek breeding establishment in the world. It is indeed a far cry between the first of the Pembroke breed was raised, and the rich valleys and benches of the Alberta foothills where the old stock is bred and raised. He has on his beautiful ranch of 200 acres won of his horses some 300 pure bred Pembroke, fillies and mares, and between fifty and sixty pure bred stallions. In addition he has several bands of 500 work horses. His other holdings of fine stock include from 7,000 to 8,000 head of cattle, 1,500 hogs and 200 sheep. Some 5,000 calves are raised annually. Fifteen hundred to two thousand head of fat cattle and fifty thousand hogs are marketed every year. In addition to the extensive fine stock business, Lane has had a grain crop these past two years amounting each year to more than a quarter of a million bushels.

LANE's size and strength, his vast wealth, his success. He has a great power, and he is not a show-off. He is a great first on his ranch for the best value, the surplus he has. Lane is the biggest in-



This Famous Test Proves Valspar is Waterproof

FOUR years ago the public was first startled by this test. It created a sensation because up to that time varnish had been "cuddled" and protected. It couldn't stand hard usage.



Our aim was to demonstrate the fact that in Valspar we had produced a varnish that was not only very durable but absolutely waterproof.

Since that time this waterproof test has been brought before millions of people in the trading magazines and thousands of varnish users have tried it on all kinds of woodwork and furniture.

Hot and cold water in a test all Valspar resists. Spilled liquids, such as coffee, tea, alcohol, vinegar, and so on, do not affect it in any way. In fact, it is as spot-proof as it is waterproof.

At first many people thought Valspar was for use on furniture only. But they soon found it had a wide range of household uses indoors and out.

Be sure you get Valspar. If your paint or hardware dealer does not carry Valspar write us direct and we will give you name of nearest dealer.

VALENTINE & COMPANY, 309 George Street, Toronto

MANUFACTURED IN CANADA

Largest Manufacturers of Paints and Varnishes in the World

New York Chicago Toronto London Paris
Boston TRADE VALENTINES MARK Amsterdam

REDUCE FUEL COSTS ONE-HALF

For farms and all other uses

There may be nothing better than these new and efficient fuel systems

At present, however, the average fuel cost is over 10¢ per gallon. This is a waste of money. The new fuel systems, however, will reduce the cost to 5¢ per gallon. This is a saving of 50% in fuel costs. In other words, this will save you 50% in fuel costs.

AIR FRICTION CARBURETOR

Every rational motorist for 1932, if he has a motor car, will find it as well as any other, some of the most and most of the best. It is a car that is well known to the public, and it is a car that is well known to the public. It is a car that is well known to the public, and it is a car that is well known to the public.

The Air Friction Carburetor Company

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dividual farmer and rancher in Canada, possibly in America. During the existence of the real estate orgy in the West five and six years ago, he did not waste a dollar or any of his time in the pursuit of that dream. Later when few ranch prospectors were being for all of what his property, he was not attracted to the big busy money cattle and horses and grain. These prospects have taken him ahead. He has raised his property from the land on the one hand, and on the other he has studied world markets. In the early days he exposed many cattle in Britain. In six years, he has shown in Canada as well as in the other markets of his own country. This has given him a very broad outlook

in matters of trade. To him there should be no restrictions between nations in the form of tariffs. He is a *Sans Pare* free trader, which explains the striking air of cosmopolitanism surrounding him. Laine has been elected to Parliament twice. In 1913, he was returned to the Alberta Legislature, but later resigned in order that a defeated minority should be given a seat. He is again a candidate for parliament. This time, he is standing for election to the House of Commons. At Ottawa, this long delayed constructive work which has barred its way through many an obstacle during his thirty-three years of a wanderer's life in the West, should have much to give to the country which has treated him so well.

A Moulder of Infant Minds

By MADGE MACRETH

I DUBIT that I am the only woman whose children say "Oh, but Mother, we don't do it that way in our schools, etc."

And perhaps I am not the only one impelled by sentimentality to refuse into the early Victorian atmosphere in which the children are reared, the feelings of sympathy with the educational progress made by previous off-spring.

Certainly no mother could have viewed "fashioning needles" with more stark amazement than those of Fort William's (Glasgow) if we stretch the town made famous by Longwell to include that section of the city known as the coal docks. Here reside the non-English population and here taught Mrs. Florence N. Stark, Fort William, that great shipping port, the distribution centre for the North-Western wheat belt, has a large foreign population, and I can fancy children from the Indian School being home to be ridiculed by their parents in polysyllabic tongue something after this manner.

"Do you learn to write, Yulika?"

"Can you write your name?" And can you spell long words like "teacher"?

"No."

"Can you read out of a book—or can you count?"

"No."

"Well, what under the great sun see you do, Yulika?"

"I can tell you the picture of the Hon. George Ross!"

No one is surprised today at the teaching of subjects by means of moving pictures and lantern slides, but people were astonished in Fort William, when, about seven years ago, Mrs. Stark proposed the teaching of civics by means of photographs. I fancy that patriotism, and love of country and Empire prompted the idea to make the "foreigners" within our good good citizens first, and scholars afterwards. Anyway, one thinks that for a preliminary acquaintance with the principles of government, the study of chaos or of the almost value. The only reason that boys and girls show no interest in any but the dream and romance of history, is because they are studying the evolution of something of which they have no comprehension. The word education has no meaning to them; the word Canada no personal interest. The instruction in such matters, is according to

Mrs. Stark, not remembered early enough. Lessons in Government should be given every day—every boy and girl should know something of the source of public authority, how it is divided, delegated and administered. Whether this subject be made the topic for serious talks, or more otherwise, is of little consequence; it should be taught! And it can be made intensely interesting, in-doctrinating at the same time, to the pupil, the teacher and the parent.

After a few months' trial of her theory Mrs. Stark said:

"The interest in political geography and in the history of not only the present day, but of the past, awakened in the minds of the pupils can hardly be realized. Newspapers and magazines were eagerly scanned for the appearance of names of persons represented in the national government and every scandal and controversy."

Continued on page 42



Mrs. Florence Stark

Surbassing in Power~ Superb in Appointments

Power, or the lack of it, makes or mars an automobile. Power gives satisfaction, the lack of it, annoyance. Canadian hills and highways are easily negotiated on high gear with the reserve power of the McLaughlin valve-in-head motor. This is due to the Valve-in-head principle of the McLaughlin motor construction, which develops from 15 to 25% more power than motors of other type of the same bore and stroke.

In all the essential qualities of a good motor car—body construction, mechanical efficiency and appointments—the McLaughlin is equal to the best. In power it stands alone. The New Series McLaughlin cars include 4 and 6 cylinder models in Touring, Roadster and Sedan types, at prices ranging from \$695 to \$2350; a new 60 H.P. 6 cylinder 7 passenger McLaughlin at \$1900. Send for our new catalogue "B" describing our complete line.

THE MCLAUGHLIN MOTOR CAR CO., LIMITED
OSHAWA, ONTARIO

Branches in Leading Cities—Dealers Everywhere

Canada's Standard Car

AQUOL TYRE PAINT

Made in England

Increases the grip of your tires and by keeping them from wearing out. It is a rubber compound that does quickly "cure" the tires and keeps them from getting dry and cracking. It is a rubber compound that does quickly "cure" the tires and keeps them from getting dry and cracking. It is a rubber compound that does quickly "cure" the tires and keeps them from getting dry and cracking.

FAIR LIST PRICES FAIR TREATMENT

GOODRICH SILVERTOWN CORD TIRES

Strong and True to the Heart

LOOK into the heart of a tire, as you would look into the heart of a man, to know the truth about it.

Before you, its thick, tough hide of Goodrich Black Tread rubber stripped back, the heart of a Goodrich Silvertown Cord tire is laid bare.

Mark the giant size of its CABLECORD, and its cross-wrapped, two-ply structure.

The Inside on Tires

If you could thus look into the heart of ALL tires, you would find them of three types:

COTTON FABRIC, swathed in five to seven plies;

THREAD CORD, or WEB, forming the size of a thread line, held parallel the circumference of the tire by interwoven cross-threads; pressed together in five to seven plies—meaning internal heat;

CABLE-CORD, the origin, patent-protected, four-ply structure found ONLY in Silvertowns, the cross-wrapped tire—meaning the conquest of internal heat.



Out of this threefold, cablecord construction, saturated with rubber, come Silvertown's unsurpassed resistance and durability.

Though Silvertown Cords cost more than fabric tires, you can not afford to be without their economy and comfort.

Know them by the RED DOUBLE DIAMOND made mark and their generous extra-size.

THE B. F. GOODRICH CO., Akron, Ohio

Also maker of the famous inner tubes—
Goodrich Black Safety Treads

"Silvertowns Make All Cars High Grade"

10 Silvertown Cord X-cels

1. Increased engine power.
2. Smoothest riding.
3. Fuel saving.
4. Speedier.
5. Quiet travel.
6. Warm quicker.
7. Extra to guide.
8. Give greater mileage.
9. More resilient against potholes.
10. Repaired easily and permanently.

You Cannot Get Much More at Any Price—Nor as Much at the Same Price—in Other Cars

The Gray-Dort is a complete car. It offers you all that any motor car can offer. You can pay a much higher price and secure very little more. You cannot secure anywhere near as much in other cars under one thousand dollars. Just note what the Gray-Dort offers:

POWER Etienne Planche built the Gray-Dort motor. And the skill that made his Peugeot the greatest of all French motors, has put his greater achievement, the Gray-Dort, in a class by itself. For here is a powerful motor that is economical. A powerful motor that is light, silent and speedy.

EASE There's luxury in the Gray-Dort—the luxury of roominess, of deep upholstery, of long springs. Rough roads are smoothed out. Touring is made a real pleasure, without fatigue. And there is ease of driving. Wonderful electric starting and lighting. One-man top. Demountable rims, clear-vision windshield. Safe, sure steering gear. Strong brakes. Easy gear-shift. Comfort has become luxury in the Gray-Dort.

BEAUTY Nothing you own will give so great artistic pride as your Gray-Dort. Its lines are as free and smooth as the flight of a swallow. Only a coach-builder of the standard of Robert Gray could produce such beauty of design and finish. Your friends will envy you this coach-built car.

RELIABILITY The Grays are the largest carriage builders in Canada. Their business is built on honest value, outstanding quality, absolute integrity. This standard has been applied to the Gray-Dort. You can depend on this car—depend on it in any emergency—depend on it for years. It will not fail you. The care that has been taken in building the Gray-Dort shows in some of the parts used. Westinghouse electric starting and lighting. Carter carburetor. Hyatt and New Departure bearings. Dominion Noble Tread tires.

"The Quality Goes
Clear Through"



At the price no other car begins to offer you on much

The Car—Mechanically

MOTOR—Gray-Dort, 4 cylinders, cast in Mac. Island type, has 7 1/2 in. stroke 5 in. speed 2800 R.P.M. horsepower 24. Cast iron connecting rods. Stamped crank—cast iron balance. Cast iron and steel. Interference cooling. 5 gallon tank and fuel pump. 4 gears in "C" case. 4 gears in "D" case. 4 gears in "E" case. 4 gears in "F" case. 4 gears in "G" case. 4 gears in "H" case. 4 gears in "I" case. 4 gears in "J" case. 4 gears in "K" case. 4 gears in "L" case. 4 gears in "M" case. 4 gears in "N" case. 4 gears in "O" case. 4 gears in "P" case. 4 gears in "Q" case. 4 gears in "R" case. 4 gears in "S" case. 4 gears in "T" case. 4 gears in "U" case. 4 gears in "V" case. 4 gears in "W" case. 4 gears in "X" case. 4 gears in "Y" case. 4 gears in "Z" case. 4 gears in "AA" case. 4 gears in "AB" case. 4 gears in "AC" case. 4 gears in "AD" case. 4 gears in "AE" case. 4 gears in "AF" case. 4 gears in "AG" case. 4 gears in "AH" case. 4 gears in "AI" case. 4 gears in "AJ" case. 4 gears in "AK" case. 4 gears in "AL" case. 4 gears in "AM" case. 4 gears in "AN" case. 4 gears in "AO" case. 4 gears in "AP" case. 4 gears in "AQ" case. 4 gears in "AR" case. 4 gears in "AS" case. 4 gears in "AT" case. 4 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8 passenger touring model 1910
2 passenger limited model 1910

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Schneider products were awarded a Grand Prize and two Gold Medals at the Panama-Pacific Exposition. "There is a Reason."

How Motor Trucks Cut Cost

An Article on the Problems of Delivery and Service.

THERE was a time when business men usually dismissed the motor motor of motor trucks and buses for delivery purposes. Nowadays all doubt has vanished; for the motor truck has demonstrated its remarkable power. Any discussion on the subject now extends to the reduction of costs and the further speeding up of service. On these phases A. V. Horton writes a special article in *Transportation*, in part:

The effectiveness of the motor truck is really expressed by the formula speed \times load $=$ work.

Give a motor truck which develops four times the speed of a horse and carrier four times the load, the resulting effectiveness is sixteen times that of a single horse. This figure correctly represents the possible effectiveness of the average delivery truck. When such a truck is used day and night this figure is multiplied by two, and there have been reported where one truck has done the work of thirty-five and some forty horses.

If a motor truck, however, that conditions are found where a truck can make use of its maximum speed and carry its maximum load without interruption. Most trucks operate at less than half their possible effectiveness. The problem of the business man, therefore, is "How can I keep the factors of speed and load as near to capacity as possible?" The only way, said the author, is to get the most effectiveness, and still deliver a profit from the operation of his truck.

An interesting engineering success in Chicago recently made a striking demonstration of the effective use of motor trucks, properly handled, under supposedly unfavorable conditions.

A contract for hauling sand and gravel to be used in paving Western Avenue was held by a teaming company. This company had seven used motor trucks, but the manager was nevertheless eager to find out whether or not they would prove economical for work of that nature. The test took the form of a sub-contract to the contracting company, already mentioned. The sub-contract was signed at forty cents a yard, the prevailing rate paid to teamsters for loads of a mile or under. The figure made no exception.

Loose material, such as sand and gravel, is generally brought into the city by rail. The men in which it is carried ride in type. Some have better bottoms, some have light bottoms, and some have drop doors extending the length of the car.

With a pair of horses hauling two-ton drop wagons, loaded by the driver and two shovellers, the cost, figuring a sound of three miles an hour, is as follows:

Working hours, 10
Round trip, 1 mile
Loading time, 15 minutes
Traveling time, 10 minutes
Unloading time, 15 minutes
Number of trips, 10
Number of miles, 10
Number of yards, 20
Rate per yard, \$1.00
Daily gross income, \$10

The income of twelve dollars a day for a two-horse team, one driver and two shovellers is by no means excessive. For seven days this would be a profit in a fair price.

In view of the possibility of saving costs, the teaming company studied this problem with considerable interest. The proposition of the owner was a student of transportation engineering. He got at him that the delay in loading must be greatly reduced.

The problem of reducing time material from freight cars had provided the adoption of special drivers on account of the fact almost immediately—namely, that there was very great difficulty in doing, however, none but a particular



"Free as the winds that blow, so far as shaving is concerned, is the motoring tourist who takes along a

GILLETTE Safety Razor

He is independent of barber shops, and undisturbed by primitive shaving conditions, or even none at all. For the clean, smooth comfort of the Gillette razor is due to the razor itself—not to surroundings or trimmings. The Gillette is always ready for action—wherever there is soap and water—and it never disappoints.

Make it a part of your touring equipment, either in the form of the Standard Gillette Set—the sturdy "Bulldog"—the compact Pocket Edition—or the handy Combination Set. Every good Hardware, Drug or Jewelry Store along the route is a Gillette "Service Station," where you can get Gillette Blades if you need them.

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The best part of our money-making plan is, no time is wasted, and, what you can spare from your regular employment. It involves no any extra business or pleasure, and it is so "easy" that you can operate anywhere. Work it as long as you like and then stop. The results will arrive in time.

Now is just the time to plan—the days are long—and we are getting longer. Your spare earnings and spare time are now for becoming our direct representative.

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The Retail Merchant---A Wonderful National Asset

THERE are more than 50,000 retail merchants in Canada. They employ more than 250,000 people. Half a million more people are directly dependent on the retail business for a living.

Each year goods pass across their counters worth more than a billion and a half dollars.

A vast army of distributors—no less important in the Nation's work to-day than the great army of producers.

These 50,000 merchants and their quarter of a million employees are a most vital factor in the existence of Canada—but they could become a still greater factor if they worked at 100% efficiency.

At this very hour the Nation is asking the utmost efficiency in every line of business. This means that all of us must change our gait and do more than an ordinary day's work.

This applies to the merchant who distributes as well as to the farmer and manufacturer who produces.

In order to become thoroughly efficient, there must be no waste motion, no lost energy, no needless labor, no careless use of money.

What a wonderful opportunity there is for the 50,000 retail merchants in Canada, to become personally efficient, and enable their quarter of a million employees to become more efficient—to work better, faster and more accurately.

The National Cash Register Company have utilized years of experience, brains and energy in devising a mechanical means of accomplishing this most necessary efficiency. Our new model Registers stop losses, mistakes, temptation, dishonesty and carelessness. They are indispensable to the merchant who desires the highest possible efficiency in running his store, and are helpful to every ambitious clerk. They save time, worry and money.

Without obliging yourself in any way, write us to-day for full particulars. We will gladly furnish these.

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52 To City, Town and Village Dwellers in Ontario

What these boys do, you can do

SEVERAL hundred dollars worth of vegetables was the splendid contribution of the Broadview Y.M.C.A. boys of Toronto towards increase of food production last season.

There exists a world shortage of food. Hundreds of thousands of Canadian soldiers are now consumers instead of producers. So you see that every bit of help in growing extra food supplies is of colossal importance. Every home should have a vegetable garden.



Helping in the War. Toronto Y.M.C.A. boys doing their bit by growing vegetables. Each boy looks after his own plot, and either sells the vegetables or uses them at home.

Every dollar's worth of vegetables you grow saves money otherwise spent for vegetables or gives you vegetables you would not otherwise have, and thus helps to lower the "high cost of living."

Growing vegetables saves the labor of others whose effort is urgently needed for other vital work. Boys, girls, grown-ups—everyone should help. Let the slogan for 1917 be

"A vegetable garden for every home"

Who doesn't enjoy nice, fresh, juicy vegetables on the table every day? Isn't it well worth everyone's while to grow vegetables this spring? Decide now. Boys and girls, ask your parents for the use of the ground and their help. They will gladly give you both. Grow-ups should plan now to have a garden.

Horicultural societies, lodges, school boards, etc., are invited to encourage vegetable growing by every one. Parents and guardians are requested to give boys and girls their co-operation.

It is suggested that organizations arrange for addresses on vegetable growing by local expert gardeners. If these are not available, the Department will endeavor to send a speaker. It is urgently requested that applications for speakers be made promptly, as the demand for them will be great and the supply of available experts is limited.

The Department of Agriculture suggests stimulating interest in forming organizations to offer prizes for best vegetable gardens. Every possible assistance will be given any organization encouraging

vegetable production on vacant lots.

You do not need to be an expert. Scarcely any plot of ground is too small. Just write a letter to the Ontario Department of Agriculture (address below) and you will receive literature telling all about vegetable growing, how to prepare the ground and cultivate the crop, also a plan showing various vegetables to grow, best varieties for flowers, and their arrangement in the garden. These will be sent free on request. Attend the meetings at your community

ground. By being able to produce many opportunities will come up for introducing charming efforts. One of the most precious pieces of advice I have ever seen was the result of planting Virginia cress at the foot of a clump of small trees on the grounds of a country residence. In a short time it had clustered up amongst the dark foliage and fringed it with graceful sprays. In summer the foliage showed light green against dark, but in autumn when every leaf was vivid orange, the effect was strikingly beautiful.

For later sowing than ever before, town-dwellers will want to make the most of their kitchen gardens. With food prices steadily rising, the luxury and economy of home-grown vegetables cannot be ignored; at the same time the plot can be made a place of beauty. If space can be spared the flower borders may be continued through the vegetable garden; possibly flowers for cutting should be grown here for the market. A few marigolds, nasties and hollyhocks, against the back fence give a pleasant note of color, while some of our common vegetables like spinach, parsnips and the rambling growth of the vegetable marrow are at least handsome enough to cultivate for their looks alone.

New interest as well as new satisfaction and economy will come from placing a greater variety of vegetables this season. Besides the most commonly favored vegetable of the cabbage tribe, are little known in our home gardens. Sweet chard, one of the most appreciated of the green vegetables comes up again as quickly after coming that it is invaluable as an all-around delicacy. The leaves and stalks may be used as greens or the stalks may be cooked like asparagus. Kale should also be considered indispensable in every garden since it comes into season late in the fall when frost has killed all other greens. These and others like the kale and chard, as well as the simple varieties generally cultivated, will repay the gardener ten times over in actual money value this year.

In the city garden, in order that maximum crops may be produced from a minimum space, it is essential that the ground be best fully occupied all the time. This means not only that the rows of vegetables will be planted close together, but that short-season crops will be planted between the rows, and even the plants of longer-season crops and that as soon as one crop is harvested another will be planted in its place. Also, transplanting should be practiced in order to be able to move more during the early growth of the plants. The full amount of space required by a given plant at maturity is related to that plant the shortest period of time. Extremely rapid growth is made possible by making the soil very rich and supplying water copiously. The labor is less at work from early spring till late in autumn, and two or even three crops may be harvested from the same area.

Since planning must be done, and a large amount of effort produced from each square foot of ground, it will be necessary to omit from a garden of this kind some of the larger-growing vegetables which yield a relatively small edible product for the amount of space occupied. Sweet corn, melons and squashes will therefore be omitted, and the garden devoted chiefly to such crops as lettuce, radishes, peas, cress, mustard, beets,

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Ontario Department of Agriculture

W. H. Hearst, Minister of Agriculture

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a great wave of anger rolled her back to the head of her own people—the head of revolution and sedition.

Could it be that they were right? They had been confused and ridiculed, and finally here! What could she do in the rebalancing of a world with a new status against the established credo of an open wilderness? Where, now, were her dreams of escape, her island, her caribou in Spain? Was she to return, before on the whole? Crushed between the administrative malice of those at her elbow, he was.

The resolve just dropped, a hot salt tear blurred Vermilion's resolve and dented the figure of the young man across. She closed her eyes tightly. The writing green shadow-shapes but form, dented, and resolved themselves into a jagged, less lined face with rapier-like eyes gazed upon her from the darkness—the face of Tiger Klinton.

Veronica, the full force and determination of her script through the girl's mass hair. The drooping eye stiffened. Her heart may with the joy of response. The tight-shouldered line came; and for a long time she watched the shadow dance the flames on her face, the light, the shadow, and far away faded the dancing shadow-shapes—and the sleep.

NOT so Veronica, who, when his companion took a step, she caught three blankets, and sat down in the embrace of his dying face. The light-shouldered line came; and for a long time she watched the shadow dance the flames on her face, the light, the shadow, and far away faded the dancing shadow-shapes—and the sleep.

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Veronica crunched hands his campfire and carried the silence of the coming of the day. For well he knew that this was a double-crossed world, and that he must get away with it—or die. Many had died. The light eyes flicked angrily. He—Veronica—would get away with it! He glanced toward the sleeping forms of the few women and wondered. No, Veronica, knew that he was afraid to be killed.

For an instant he thought of shooting the plan. It was not too late. The light-shouldered line came; and for a long time she watched the shadow dance the flames on her face, the light, the shadow, and far away faded the dancing shadow-shapes—and the sleep.

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more to a double-crossed world. The light-shouldered line came; and for a long time she watched the shadow dance the flames on her face, the light, the shadow, and far away faded the dancing shadow-shapes—and the sleep.

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finger. "Our friend was a doctor in Thelma, where they had this perfect method of rendering their enemies soft and yellow, and pliant; waxy mucus in the blood, brittle sinews of Memphis; Centuries have not destroyed that flesh-like consistency. What I can't understand though, until various have stopped off the benches, taken the floor walk."

Suddenly the Professor started—he could have sworn that one of the eyes—eyes dimly and moved up at him almost winked. "Ha, ha!" he laughed nervously. "Strange tricks are visible mysterious play at! Centuries since that eye closed never to open again."

Professor Backman now more relaxed in his sitting table, trying to force from his mind the weird idea that the startled Egyptian had looked at him out of his swollen eyes and winked.

"If wonder if that really is anything the matter with me," he questioned. "What did Oswald mean by not working around? He must have noticed something unusual. Perhaps I'm taking too much coffee, too much—oh! Aram! Tell him so!" A self-reassuring sense of slipping drapery clothing he started himself; he stared stupidly at the mummy case. Unhappily there was a stirring in it of life that extent of the dead.

THE PROFESSOR escaped to rise from his chair, but his limbs decided under him like soft cloth; he sought to question the matter of the disturbing case but his tongue had lost the touch of speech. He had overheard with spirits at a measure but they had been expired, appalled to. This was altogether different. No longer was there any doubt about the actuality of these life sounds. Signs and deep sways for breath came from the mummy's resting place and next, in the Professor's frame, there loomed an awe that rose upward. His hand flashed a thousand lightnings in his eyes, conditions, it was marked with fierce rapidity. He was not dead, he could feel that; he was not asleep and as a nightmare; he stretched forth his hand and felt the ice-cold concrete sheets of the creature on psychology; the response of the paper to his touch proved that he was awake and in full control of his faculties.

All doubt of this fact was immediately destroyed by a sharp rap on the door. The Professor pulled the cover over the box and opened the door.

DR. LEIGH-MARVIN stopped into the room, wearing lightly. "Oswald said you were here so I took the liberty of coming right up. Just dropped in to see if my surgery friend from the Nile had called yet."

As Leigh-Marvin turned he saw the mummy case; he gave it a playful look. "Let's wake him up, Professor, and find out why the Sphinx."

Backman slipped his hand through Leigh-Marvin's arm, and led him to a chair in the den.

The Doctor looked professionally at Backman. "You're looking terrible up, Professor. The chest of those antiquaries into your lungs. Our kipped friend, for instance—"

Backman put a hand on the Doctor's arm; there was intensity in his voice to be asked: "Do you believe in the resurrection of the dead?"

"Leigh-Marvin checked the word 'The'—he said that you to his lips and nodded. "I don't place much faith in its possibility."

"If I were to tell you, Doctor, that the box had returned to that Egyptian who has been dead for centuries, what would you say?"

"I'd say—Good God!" Leigh-Marvin started in his chair and fastened his eyes on the mummy case from which came out a green, half-nude. His eyes flashed back at Backman's face; a look of placid triumph was there registered. The Professor smiled.

ONCE again there was a host of laughter on the library door which was at first muted by Oswald, at whose back were two strangers. "Two guests to me now, Dr. Oswald said; adding, indignantly: 'They looked so contemptuous, saying their business was urgent.'"

One of the strangers, speaking in his companion's name, said: "That's Doctor Leigh-Marvin."

The Doctor said a surprised look of recognition at the speaker then greeted him with, "Hello, Countable Melville—what are you doing so far away from Little Italy?"

"We're a moment for your arrest, Doctor."

Leigh-Marvin stared. "For what, please?" he asked.

"For the murder of your servant. We found the body in the house just where you left it."

"What? My servant murdered and the body where I left it?"

"Yes; packed away like a pair of old clothes in a closet about. When I opened the door it fell out on me—gave me a nasty start, I tell you."

"But why should I kill my own servant?"

"Well, there was an inquiry as to the jury wasn't it. Nobody but yourself could've murdered the body the way that got him; and you were gone up. We've been examining you, sir, but no one's anybody about the place or broke up if we hadn't found that the body would've stayed down for a thousand years without making a smell. Nobody would've ever known."

"What are you talking about?" the Doctor was plainly mystified. "I murdered the body?"

Melville pointed at the mummy case. "Yes, and there's the devilish man that you did the black art in. What was it brought to your house and away the next day? The murder was done while it was there."

Melville stepped toward the mummy case, the Doctor did also; momentarily the Professor followed.

"It's circumstantial evidence, that's what it is," Melville said in an offhand manner. "He threw the lid off. For an instant they all stared their heads. Then Melville drew just to hear, 'Oh, my God!'"

and sprang back as though, rising to a strong position, and perceiving him to be Countable Melville to the Doctor: "Salute, Melville. I was afraid and came by this manner of means to your presence. With some care I got the one who is dead in your house."

Leigh-Marvin turned to Countable Melville and said, "My dear Countable, do look to Little Italy and sell the pharmacist; that they've had a post-mortem on a mummy that's been dead for thousands of years. They say he has been wretched, but I am not the surgeon."



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For Chalmers is a symbol of success—the attraction of successful men. Chalmers is a car, a man, an institution.

The world knows the institution.

All men know this mounting Chalmers success to be the living product of an ideal. They know the man who had the energy, the will, the integrity, the honesty of purpose AND the capacity to turn his ideals into reality.

Among business men, as among owners of cars, Chalmers is a name vibrant with action.

Where employers of labor study "Welfare" plans, Chalmers methods are adopted. Factories are built in every land—like the Chalmers factory. Wherever efficiency is the topic—Chalmers is the example familiar to all. In sales conventions, men are inspired by the sound business philosophy of Chalmers.

The Chalmers success is broader than motordom. It stands a beacon among the world's great industries. It is to be expected that business men should drive cars from the Chalmers institution.

Courage attracts. The pursuit of the ideal is a magnet for leaders of men.

Other men with ideals, men of action, names to compare with in the motor industry joined with Chalmers in carrying on his work.

Now to say of a man, "He is a Chalmers man" marks him for a big man.

Stilled workmen came to Chalmers to produce the ideal car. The Chalmers ideal placed them in surroundings that bred a healthy ambition to excel.

The factory, planted in what was then the sunny prairies of Michigan, grew a monster plant, with floor space a million feet. Around it was built a car people by master car builders and other folk—30,000 or more.

Just growing, ever increasing, the plant radiates from a pattern for all industries, a blueprint in motordom. The very tools are also with the power symbol of the Chalmers ideal.

The ideal creates a life.

In every city local success goes hand in hand with Chalmers success. But men in every territory represent Chalmers.

Men with the good sense to serve well their customers are listed to the Chalmers organization. The Chalmers spirit of service to the public, reaching out through these men.

NOW, CHALMERS CREATES A CANADIAN FACTORY

The monument bridges the boundary. The Canadian Chalmers is made in Canada. Chalmers success in Canada is assured by a Canadian organization.

The Canadian factory is east in the Chalmers world. It is new with the Chalmers tradition.

Chalmers in Canada—Chalmers in Detroit—use convention—use ideal. There lives in both the high purpose that conceived, created and maintains the Chalmers organization.

In Canada the nation proved to speak with pride of "my Chalmers."

Here, as throughout the world, Chalmers meets a name in its record. Not only among motordom men only among business leaders but in the entire field of national activity.

Chalmers is a car, a man, an institution.

Chalmers 600 2-door
4-30 2-door
1-door
model

1916-17
1918
1919
1920



The Chalmers Motor Company of Canada, Limited, Walkerville, Ontario



Best
for
Brightening
and
Preserving

Aluminum Ware

Does Not
Scratch
or
Discolor

